

BookletChart™

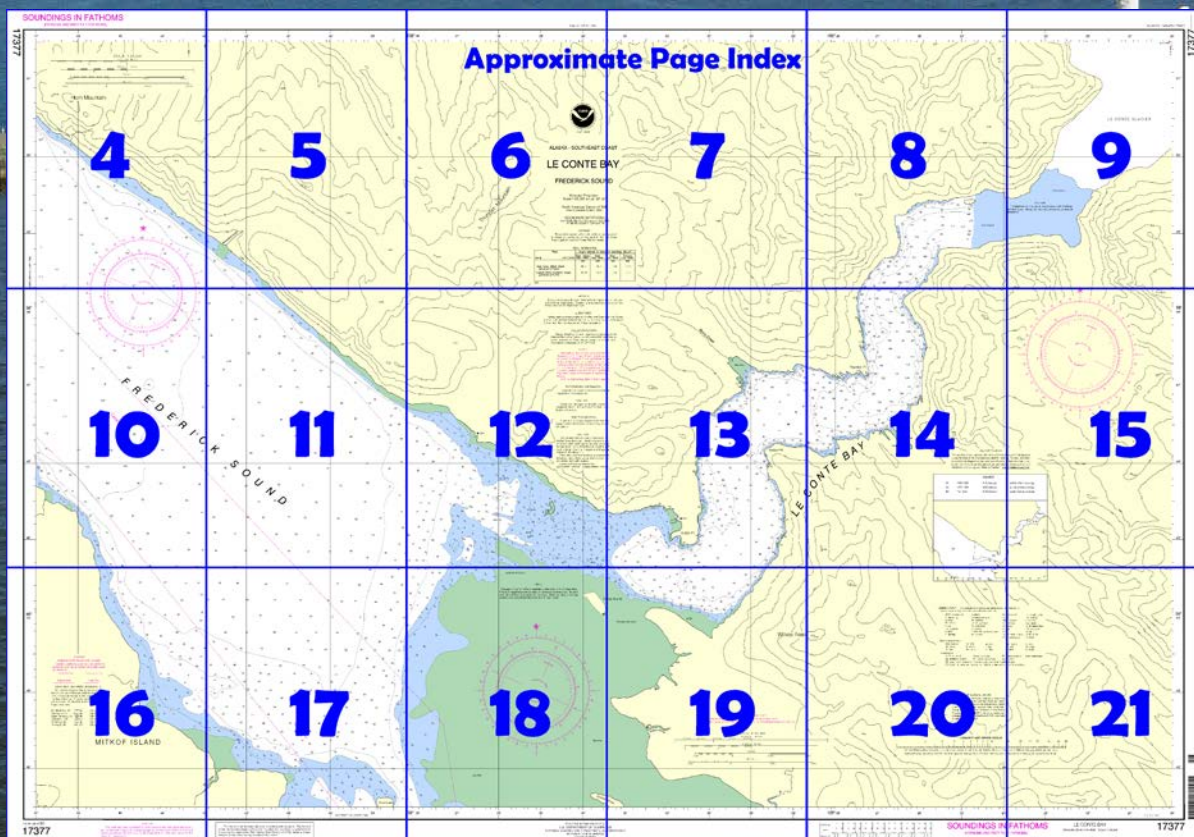
Le Conte Bay NOAA Chart 17377



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=17377>.



(Selected Excerpts from Coast Pilot)
Camp Island, Pocket Island, and Hidden Island are wooded islands on the flats N of Dry Strait.

Ideal Cove has its entrance on the S side of Frederick Sound, about 13.8 miles SE of Wrangell Narrows and 1.2 miles S of Coney Island. Log storage extends along the E shore of the cove to the head. At times, logs take up the whole cove. Small craft desiring moorage will tie up to the log booms. A well-defined rock awash is

close to the E point of the entrance. A small islet is on the W side at the entrance. Cosmos Point, the E point of the entrance, is wooded.

Coney Island is steep-to; the edge of Stikine River flats is about 0.5 mile E of it, and reefs extend 0.3 mile N from the point 0.8 mile S.

Le Conte Bay, on the N side of the head of Frederick Sound, at times is inaccessible because of floating ice. The great depths in the bay prevent anchorage. Le Conte Bay is entered from Frederick Sound through a very narrow passage just N of Stikine River flats. At the entrance, a reef that bares at low water extends from the N shore halfway across the passage. Several groundings have occurred on this reef; extreme caution is advised. The bay is very shallow along its W edge from the mouth N to Timber Point. Boulders 1 to 3 meters in size are located in the narrow channel and are displaced about by ice bergs that sweep through the area. Strong currents have also been noted in this area.

Large icebergs from **Le Conte Glacier** are a menace to navigation from Camp Island to **Frederick Point**.

The shores of Frederick Sound, from Wrangell Narrows to Cape Strait, are bold. The SW shore can be safely approached as close as 0.5 mile. A ledge, which uncovers about 8 feet, is about 0.3 mile from the head of the bight, about 3 miles N of Prolewy Point, the NW point of the entrance to Wrangell Narrows.

The **McDonald Islands** are two small islands about 3.8 miles E of the N entrance to Wrangell Narrows. The E island, 228 feet high, is the larger.

Brown Cove, on the NE side of the sound, about 5.5 miles NE of the entrance to Wrangell Narrows, affords indifferent anchorage in 11 to 12 fathoms at the entrance. The head of the cove bares at low water.

Sukoi Islets, locally known as **Sockeye Islets**, are two wooded islands, with a smaller one between, about 3.8 miles N from the entrance to Wrangell Narrows and about 1 mile off the W shore of Frederick Sound.

The westernmost and largest island is about 330 feet high. The easternmost island is about 120 feet high, and the middle island is low. **Sukoi Islets Light** (56°53'44"N., 132°56'39"W.), 18 feet above the water, is shown from a skeleton tower on a concrete pier with a red and white diamond-shaped daymark on the westernmost islet. The usual channel is W of the islets.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes



Mercator Projection
Scale 1:25,000 at Lat. 56° 44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.224" southward and 6.132" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

→ → → → → ~~~~~
Pipeline Area Cable Area

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Gravina I., AK	KZZ-96	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

The approach to the glacier face is strewn with icebergs and floating ice. Navigation in this area should be considered dangerous.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Imagery and Mapping Agency.

NOTE

Passage into Le Conte Bay is restricted by the shoal north of Camp Island. This submerged moraine consists of numerous boulders, and has swift currents with floating or grounded icebergs. Mariners should exercise caution and navigate the entrance at high slack water.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean	Higher	Mean	Mean
		High	Water	High	Low
		feet		feet	Water
Ideal Cove, Milkof Island (56°40'N/132°38'W)		16.1		15.1	1.6
Cosmos Point, Frederick Sound (56°40'N/132°37'W)		15.6		14.7	1.6

(598)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R IR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

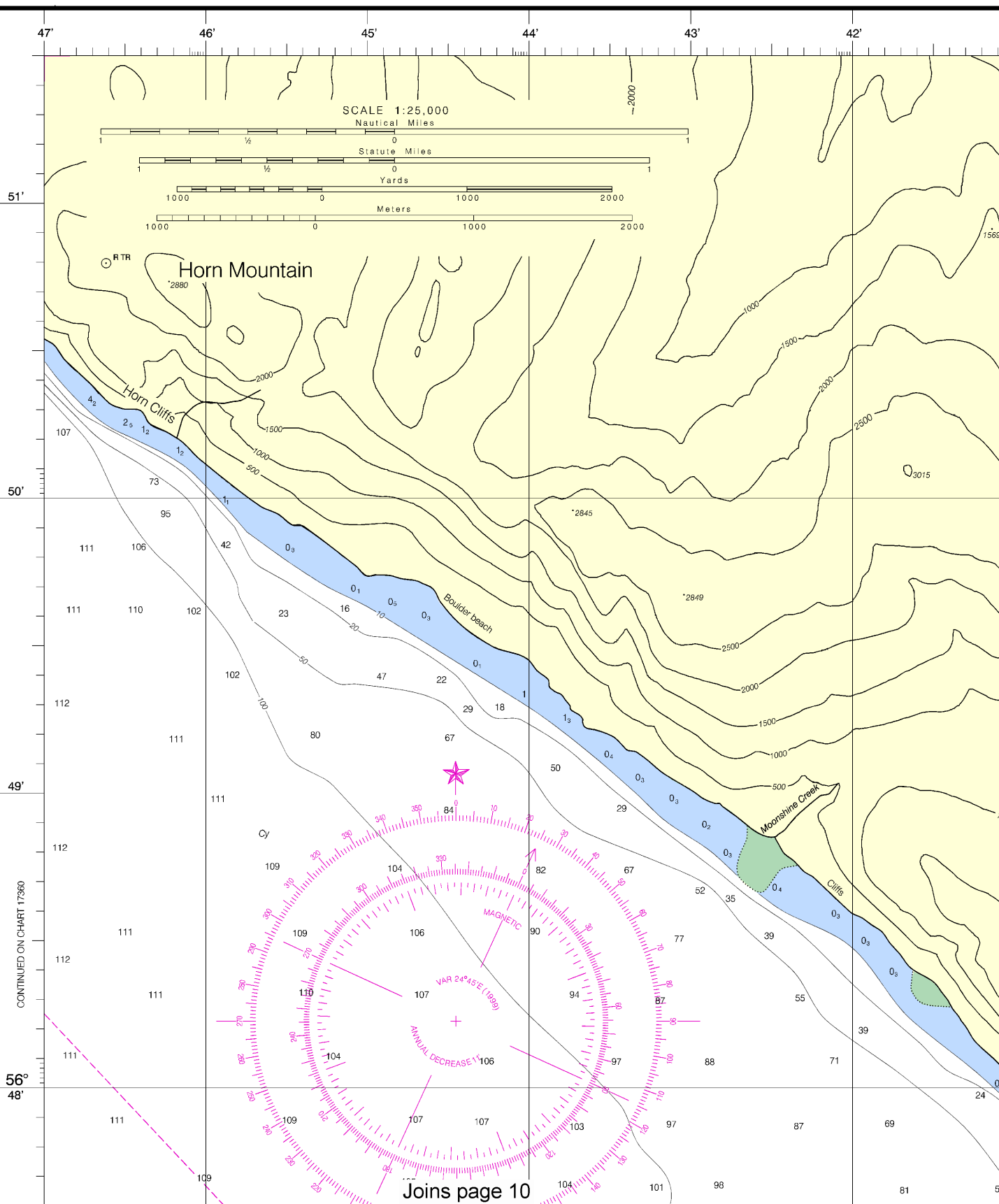
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(Z) Rocks that cover and uncover, with heights in feet above datum of soundings.			

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

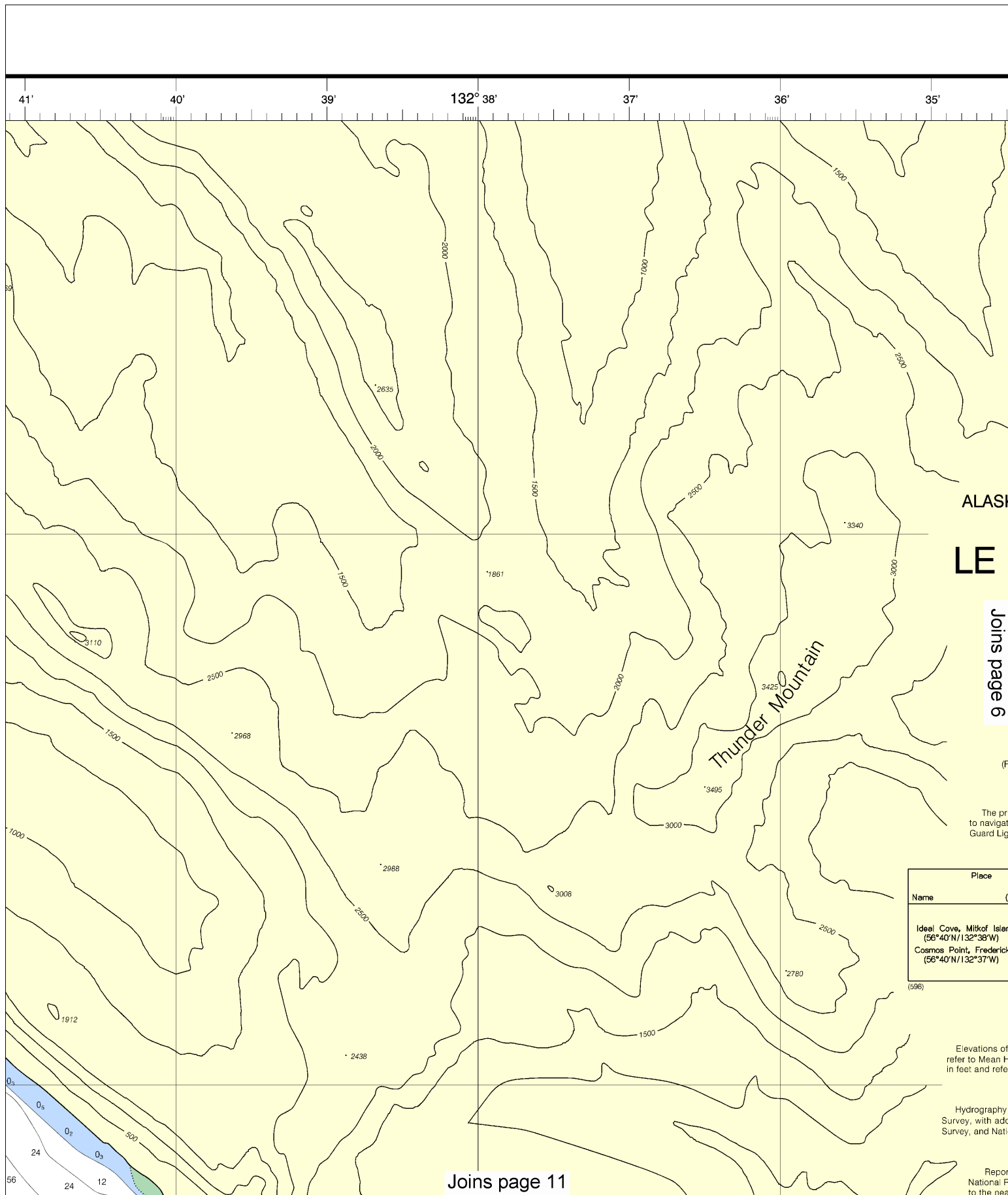
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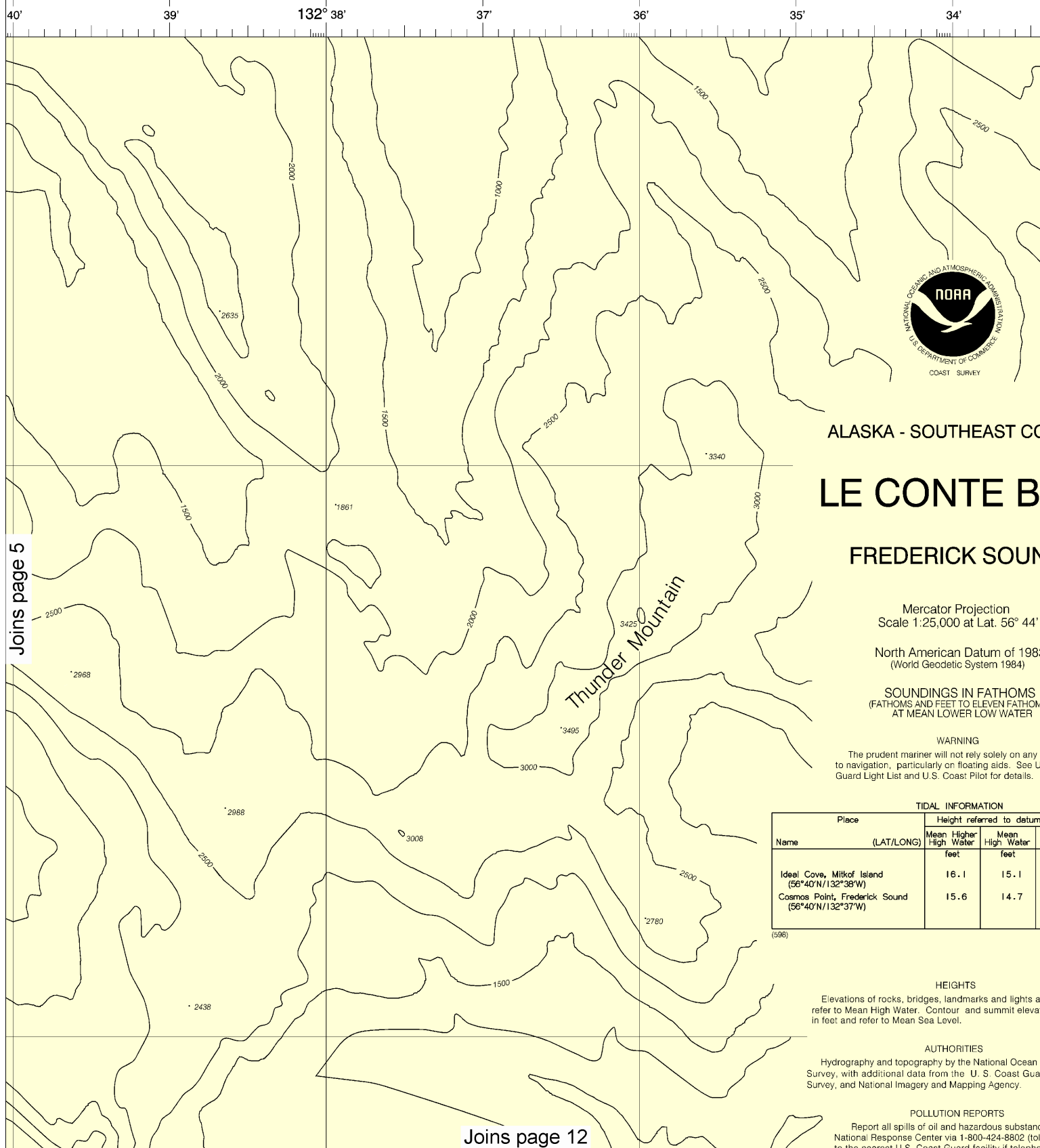
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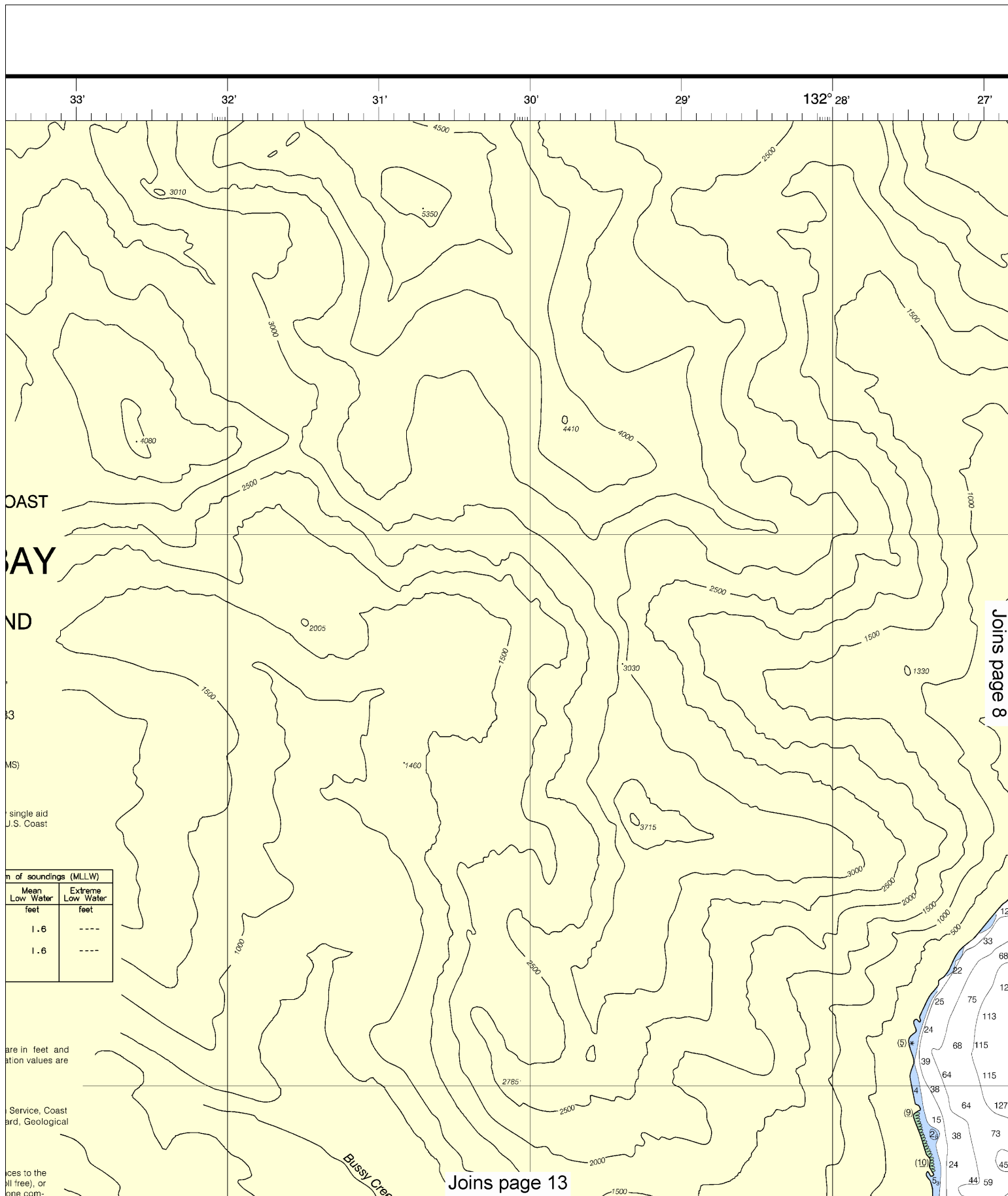
Note: Chart grid lines are aligned with true north.

See Note on page 5.

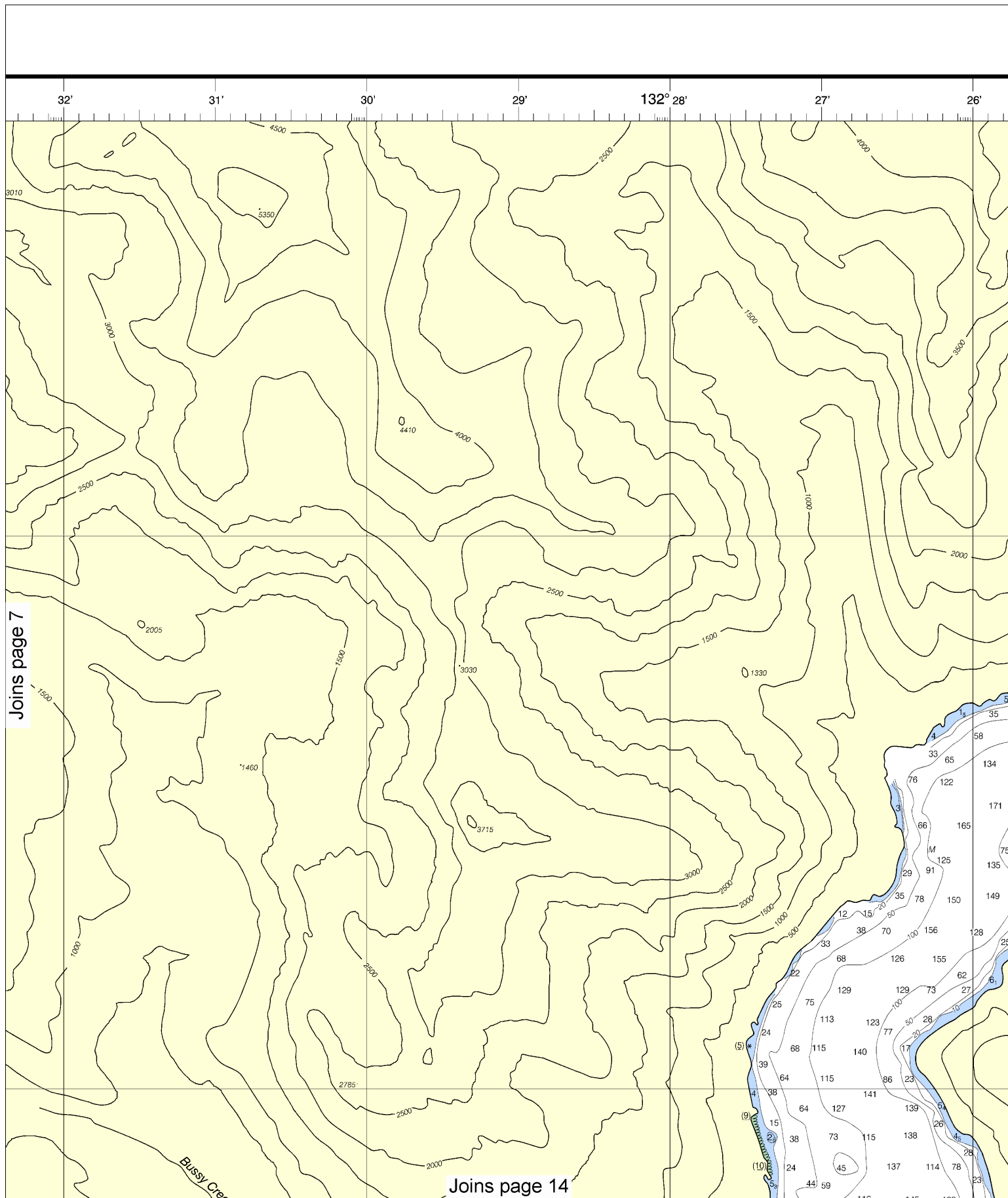


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





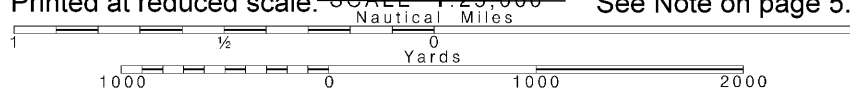
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



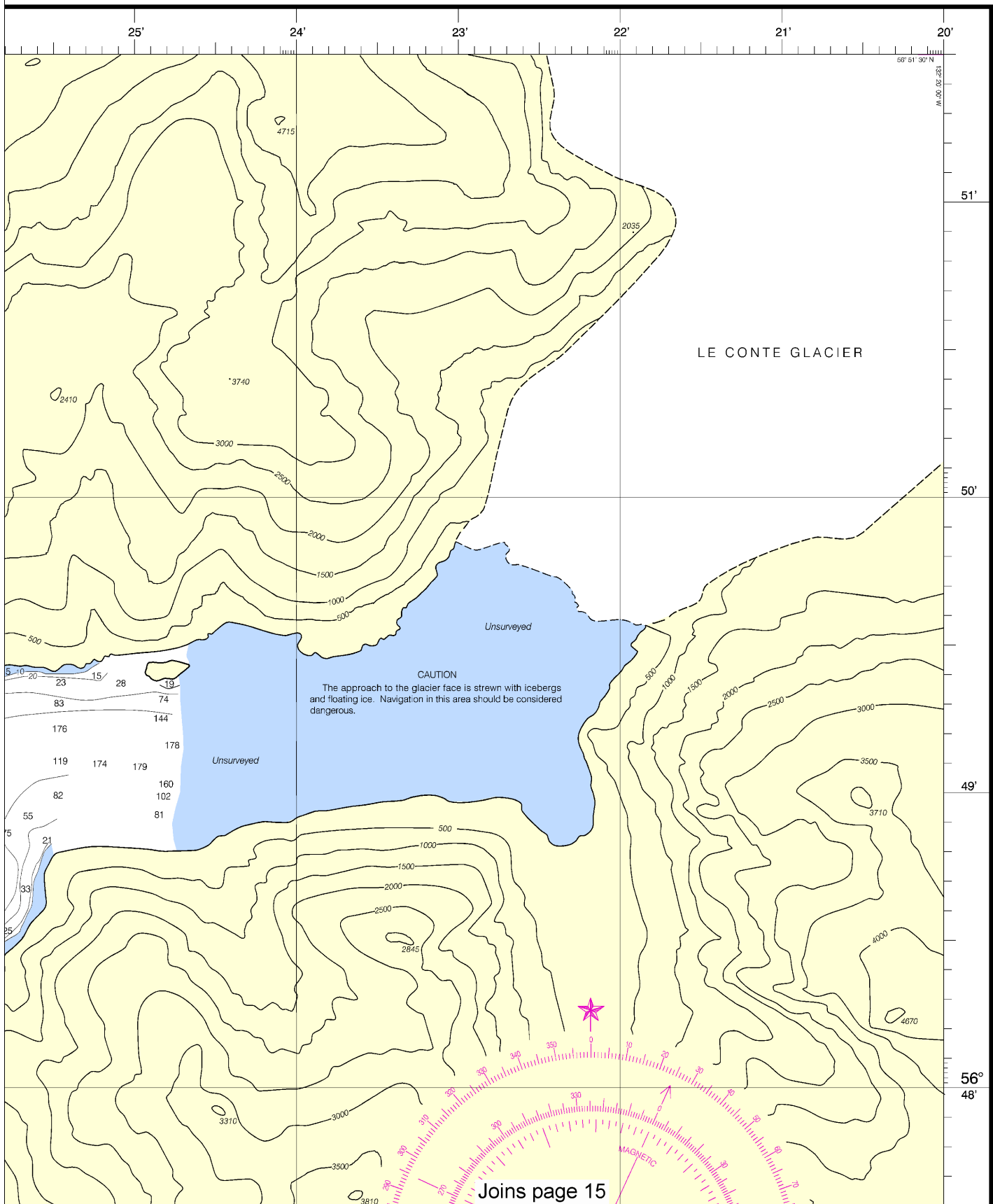
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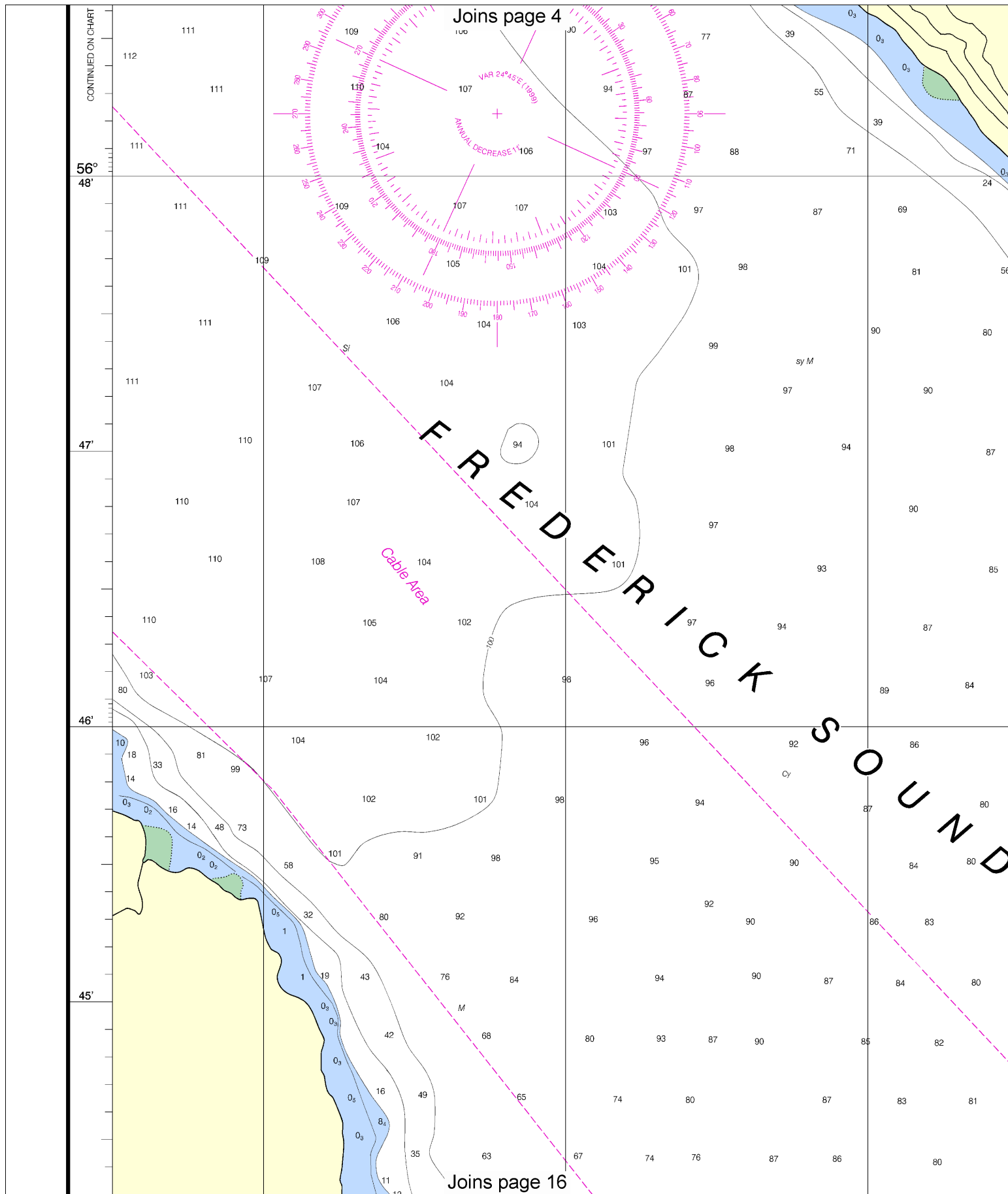
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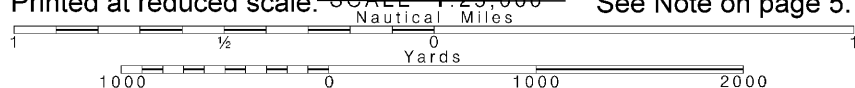


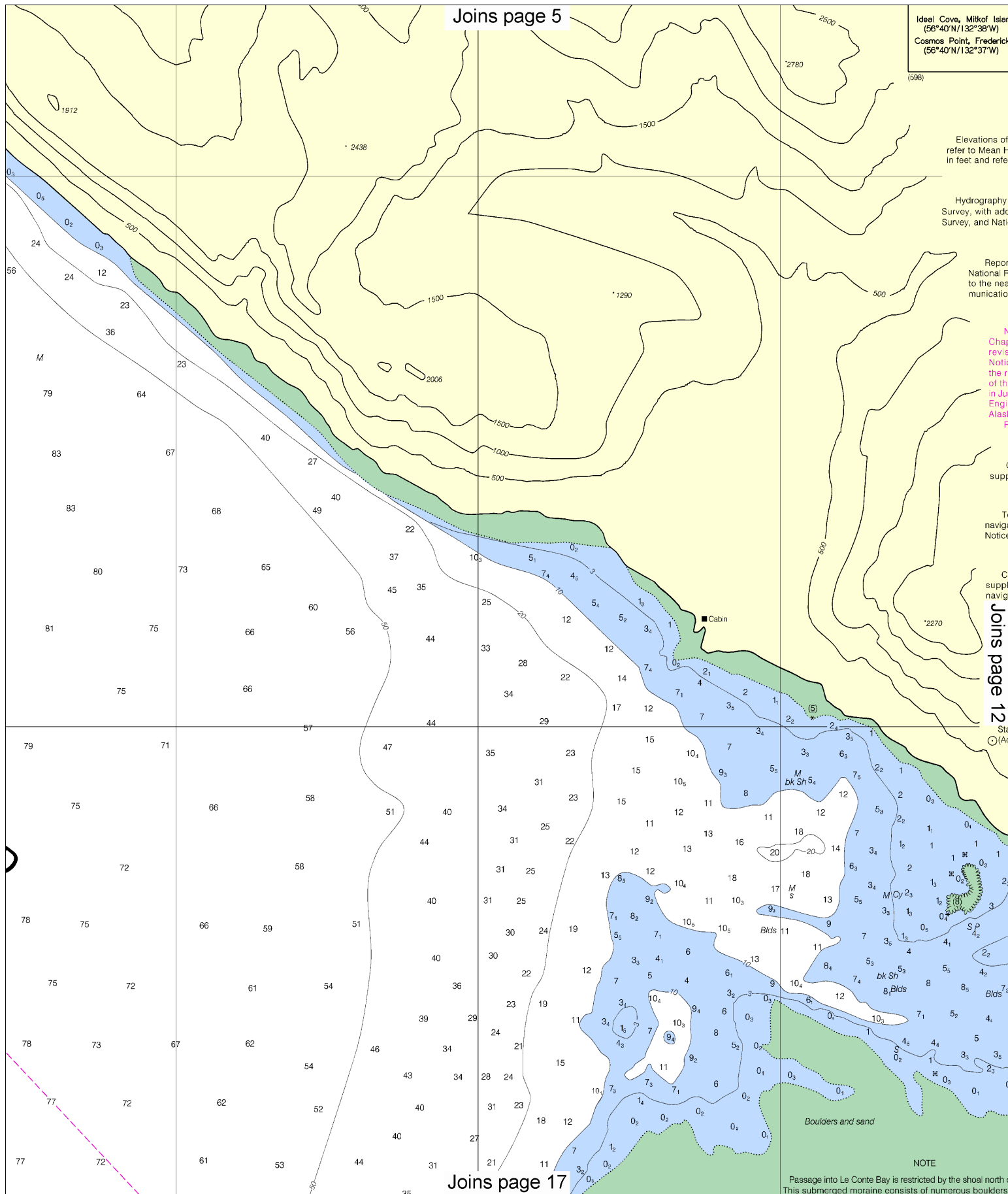
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Note: Chart grid lines are aligned with true north.

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See Note on page 5.





Ideal Cove, Mitkof Island
(56°40'N/132°38'W)
Cosmos Point, Frederick
(56°40'N/132°37'W)

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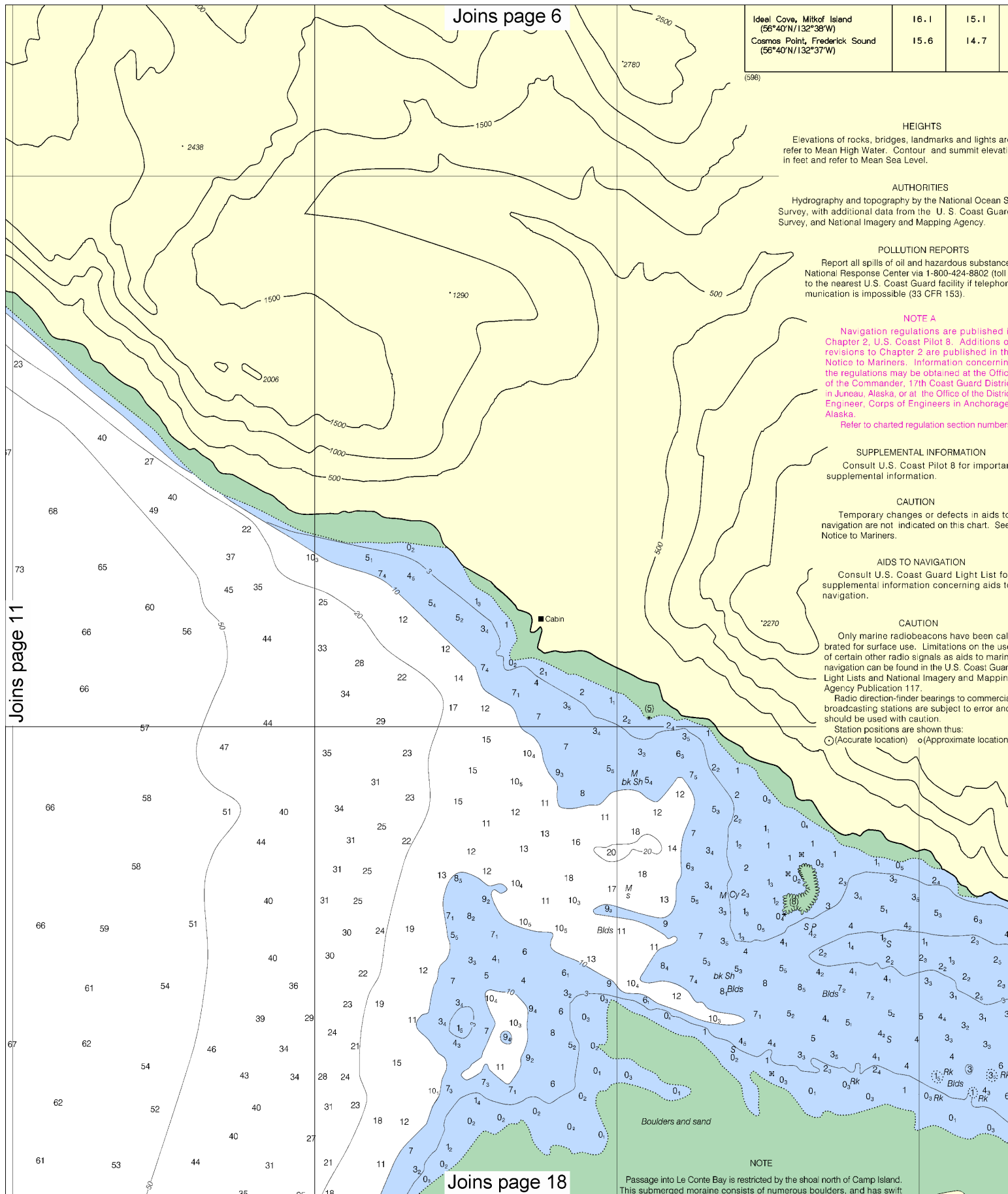
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Ideal Cove, Mitkof Island (56°40'N/132°38'W)	16.1	15.1
Cosmos Point, Frederick Sound (56°40'N/132°37'W)	15.6	14.7

HEIGHTS

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AUTHORITIES

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NOTE A

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

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AIDS TO NAVIGATION

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Station positions are shown thus:

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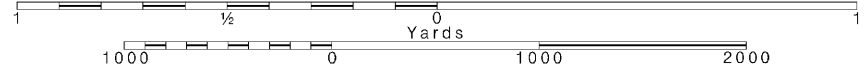
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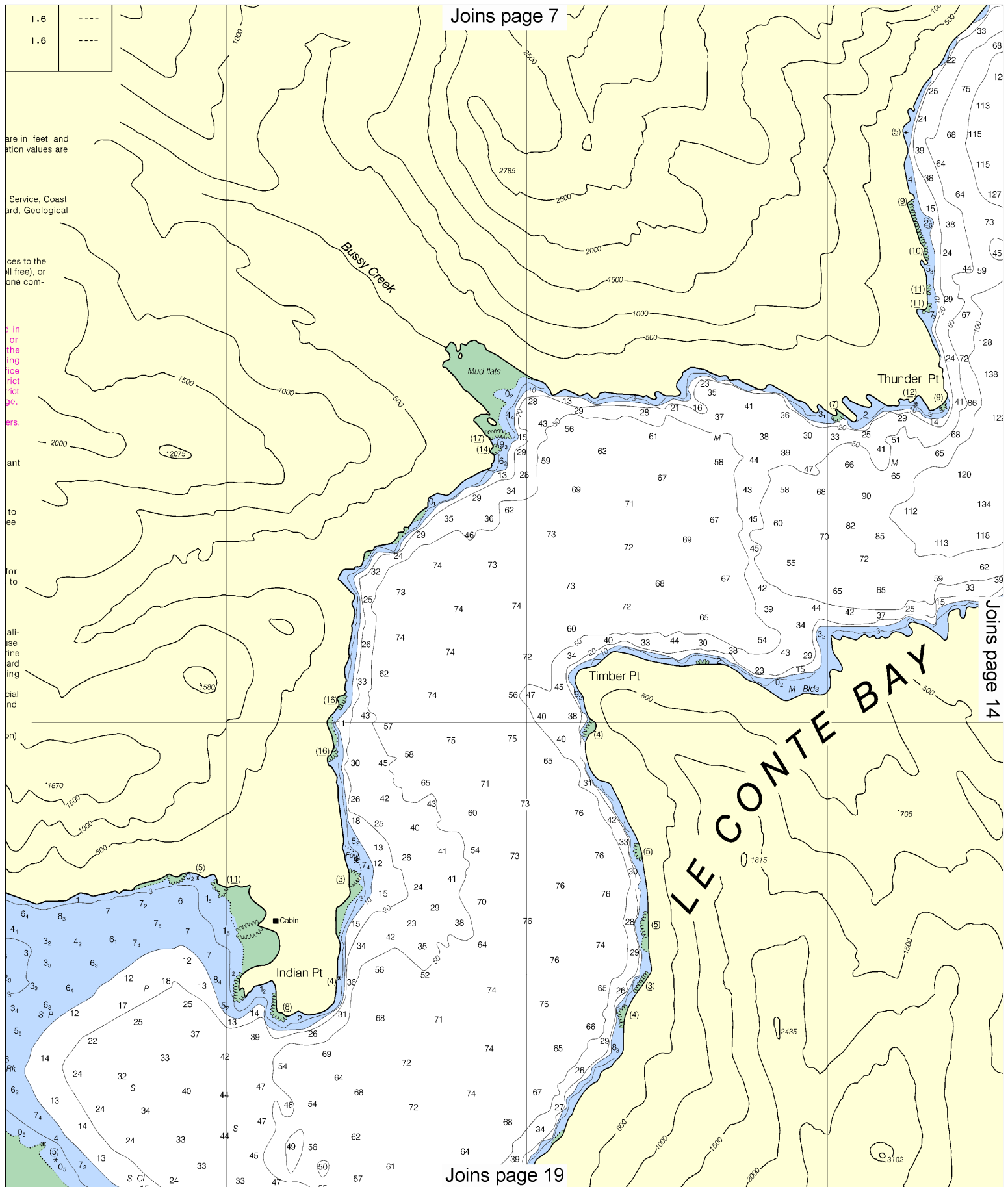
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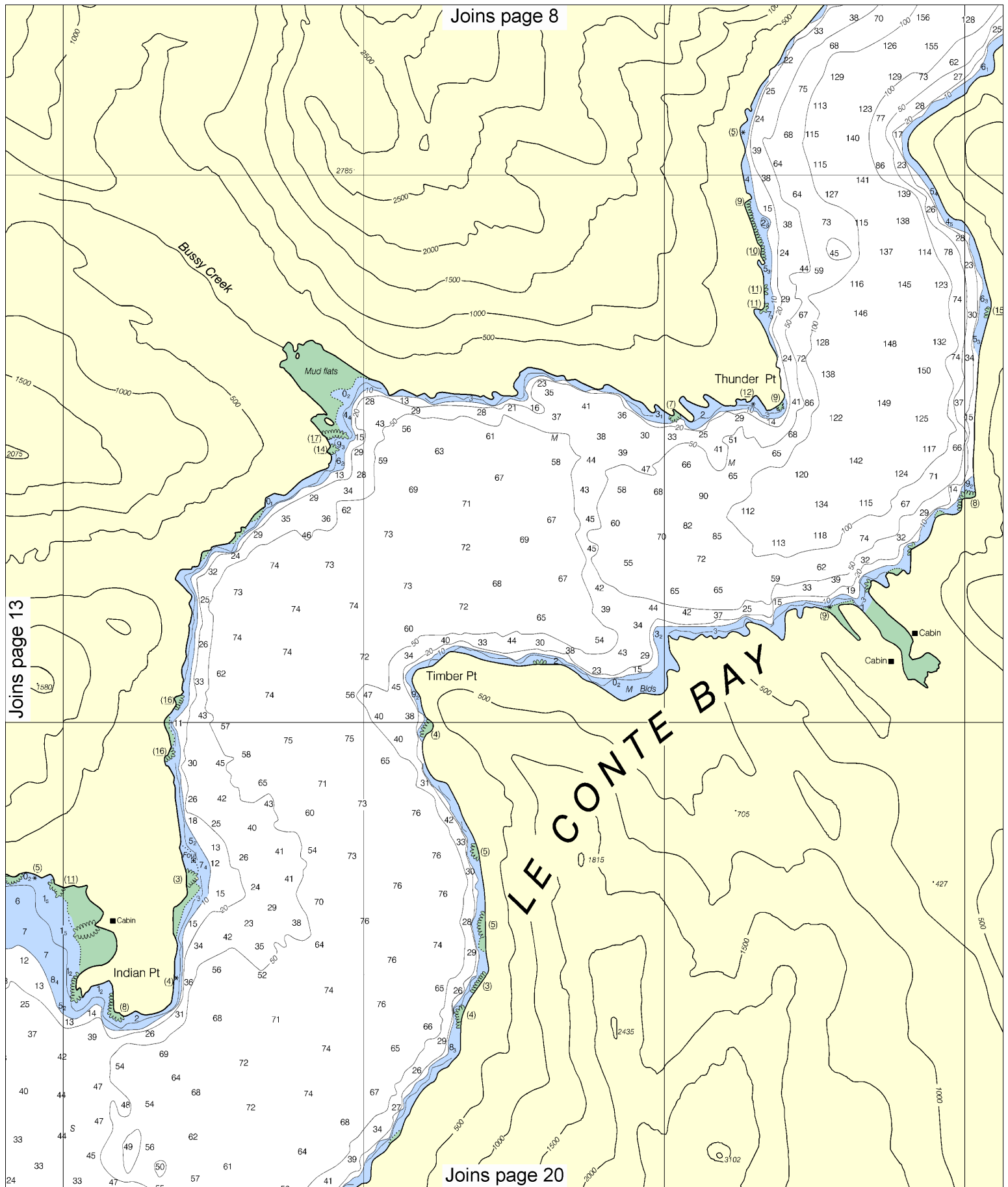
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See Note on page 5.



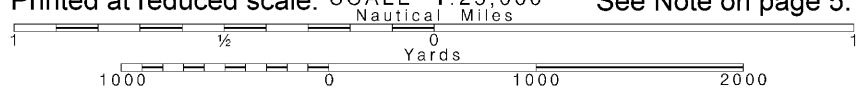


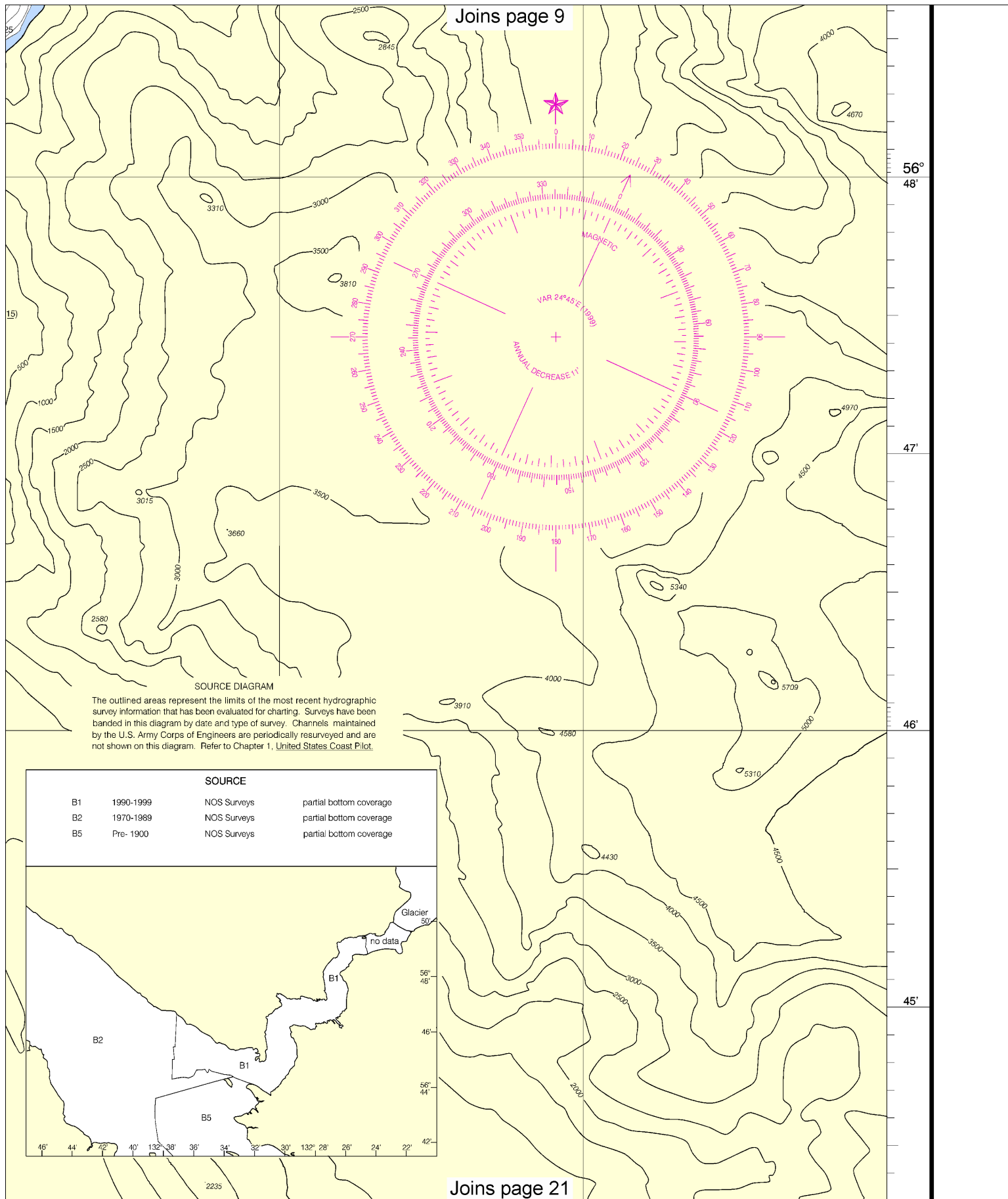


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See Note on page 5.



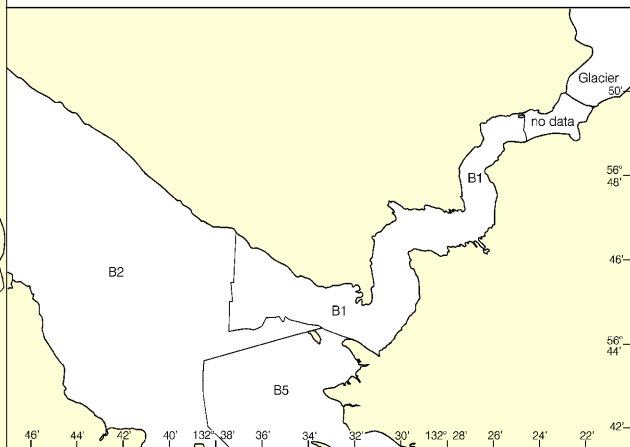


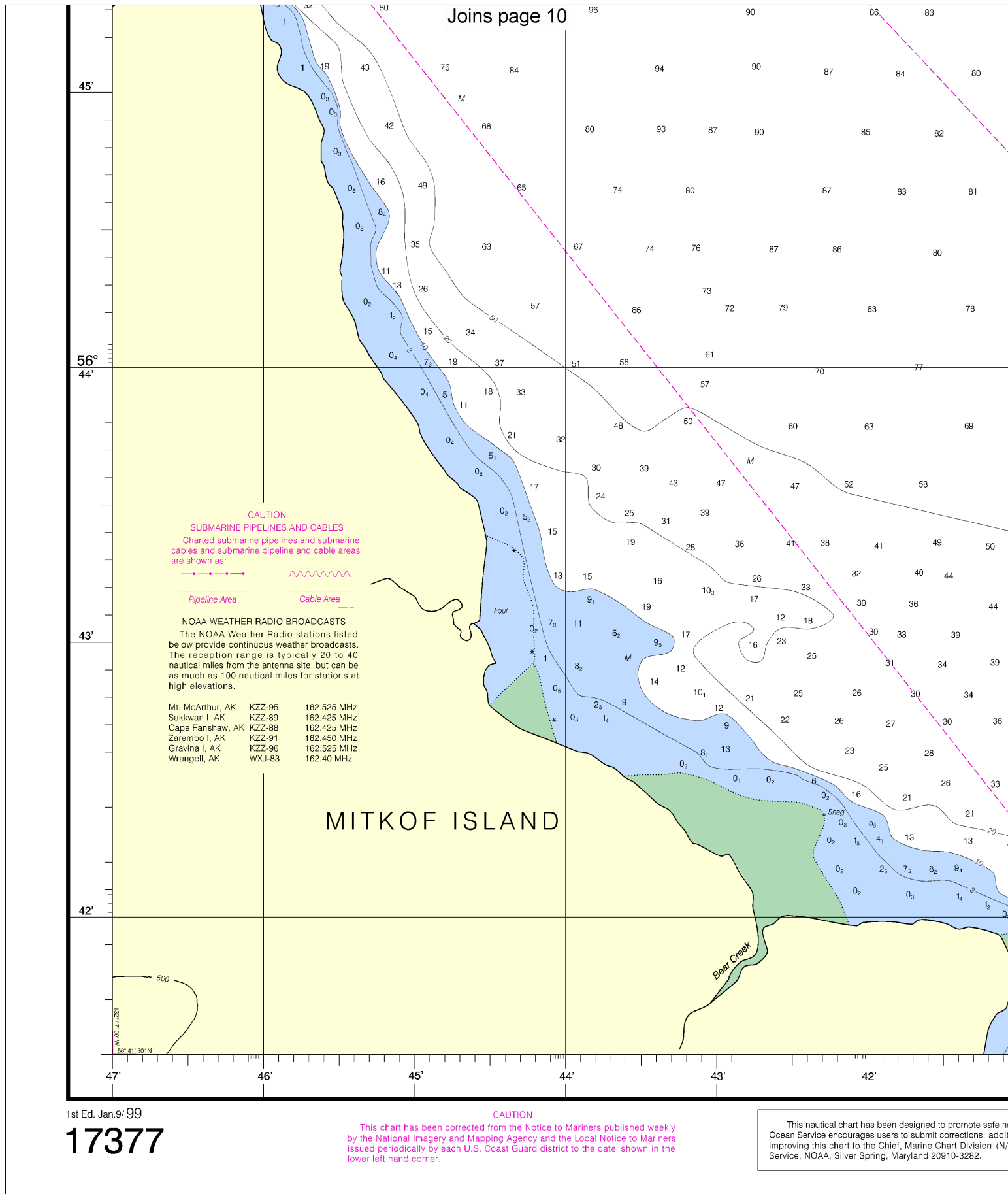
SOURCE DIAGRAM

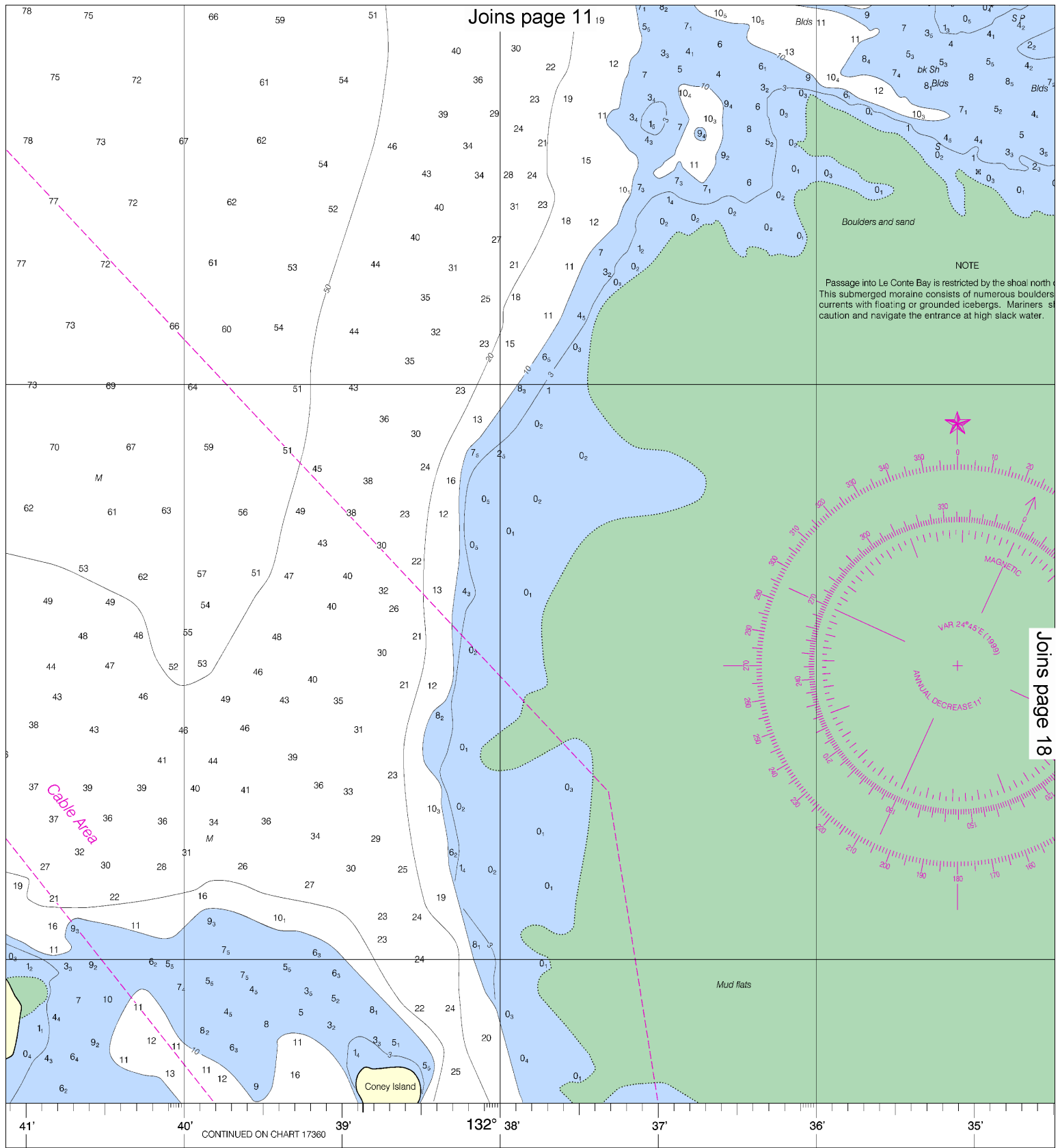
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B5	Pre- 1900	NOS Surveys	partial bottom coverage

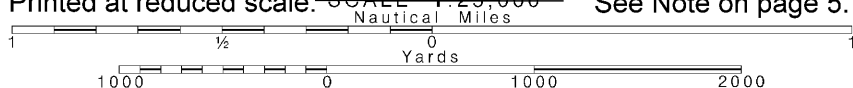
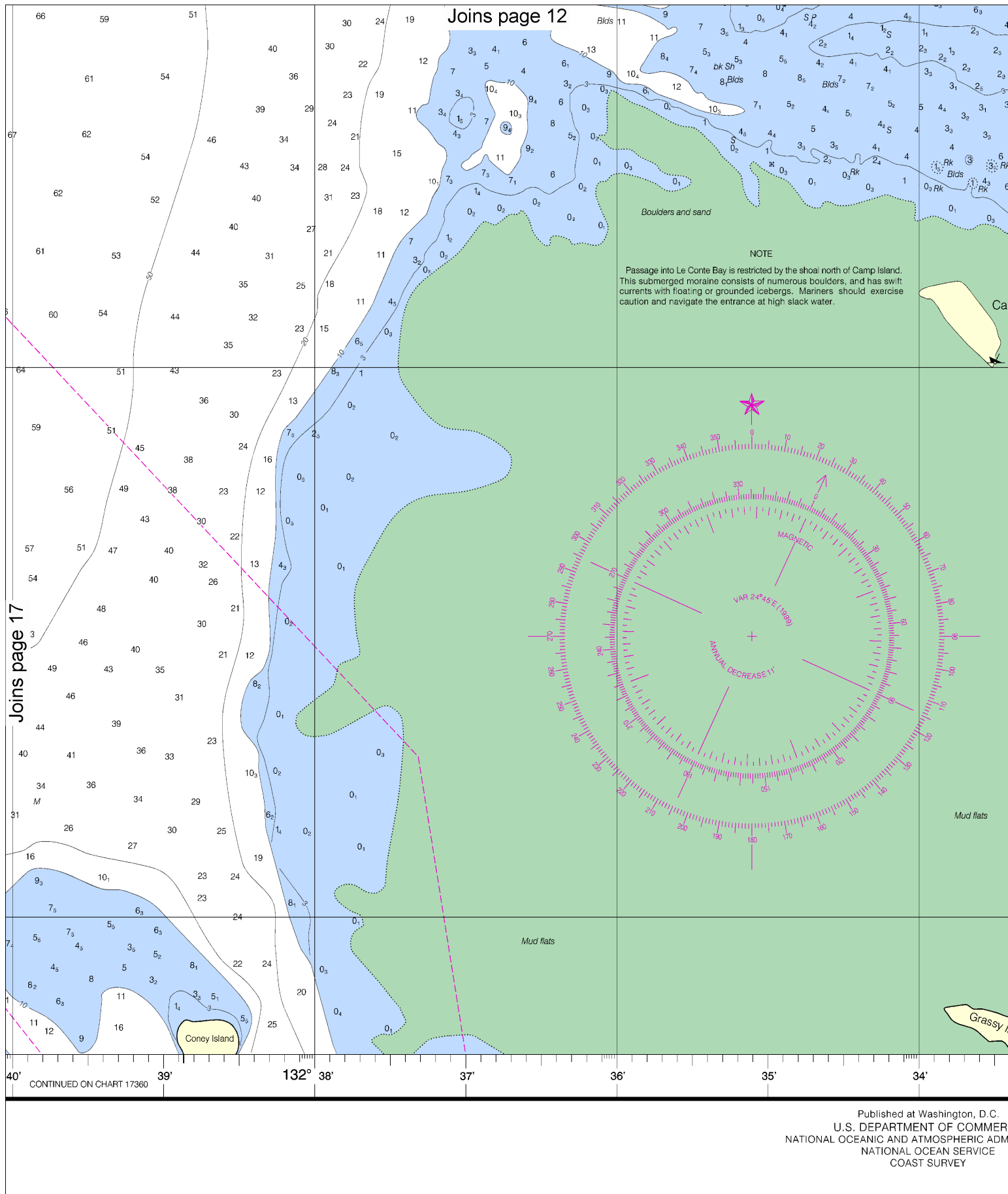


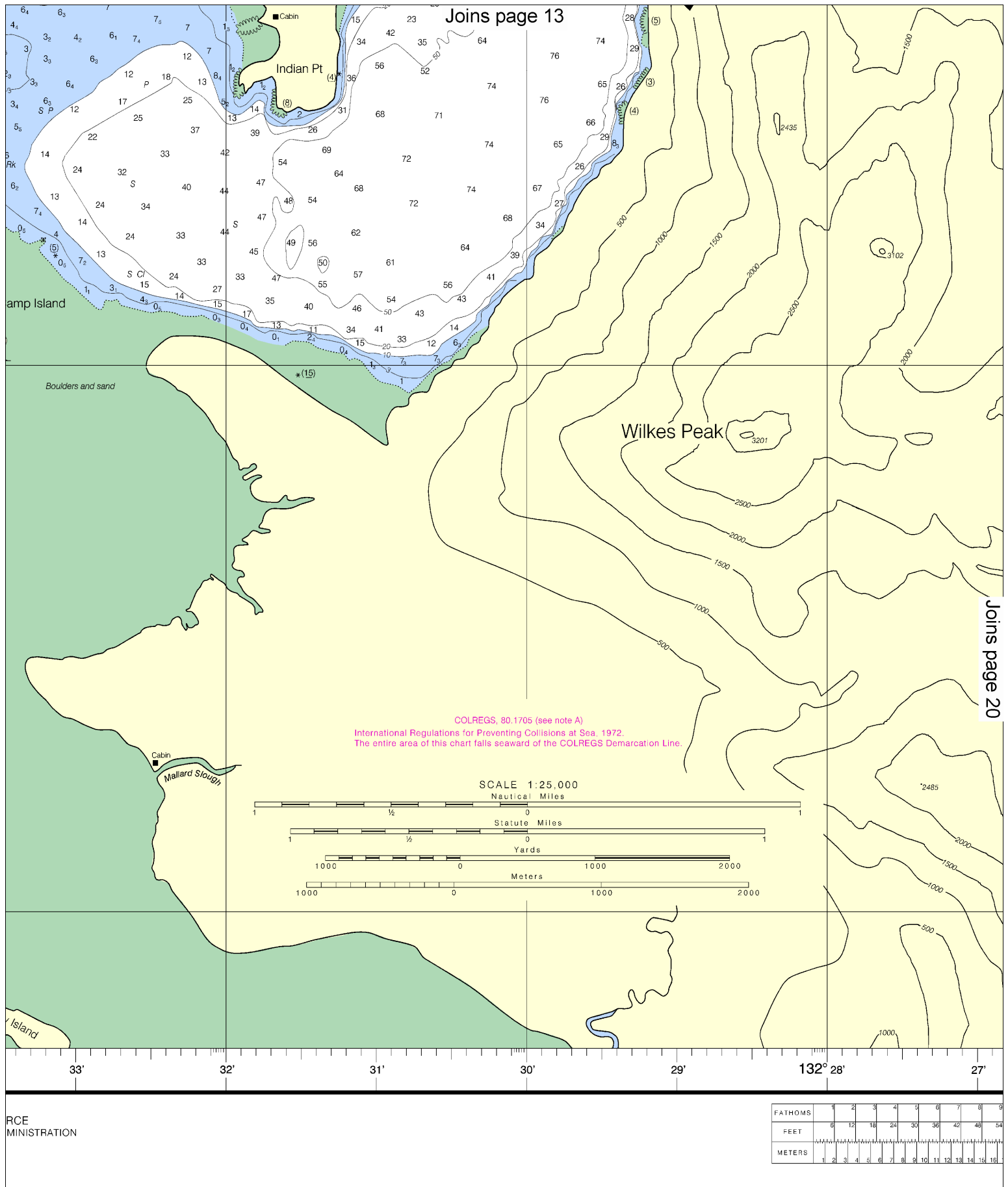




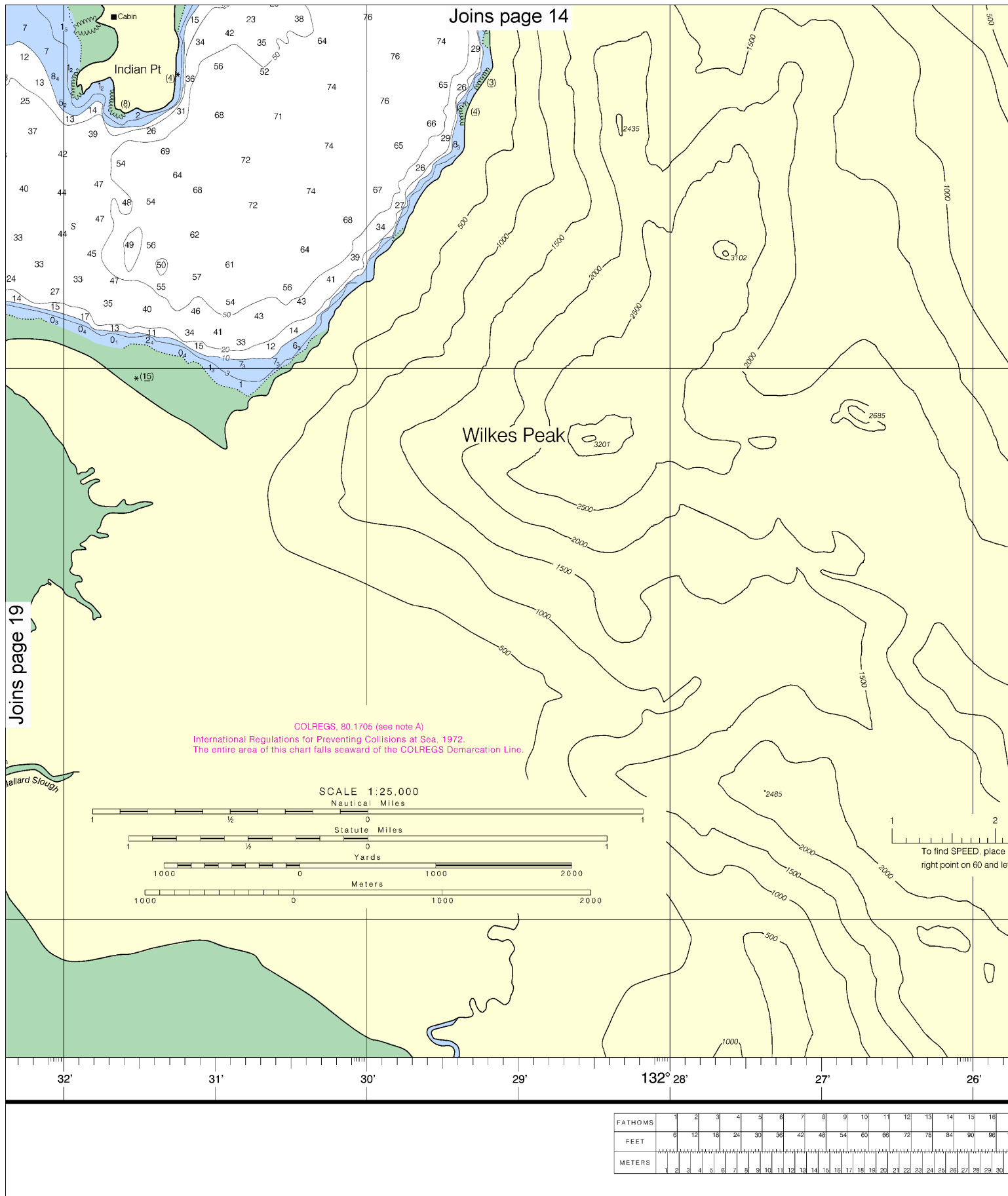
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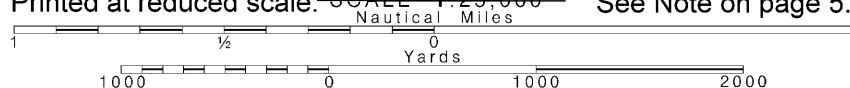
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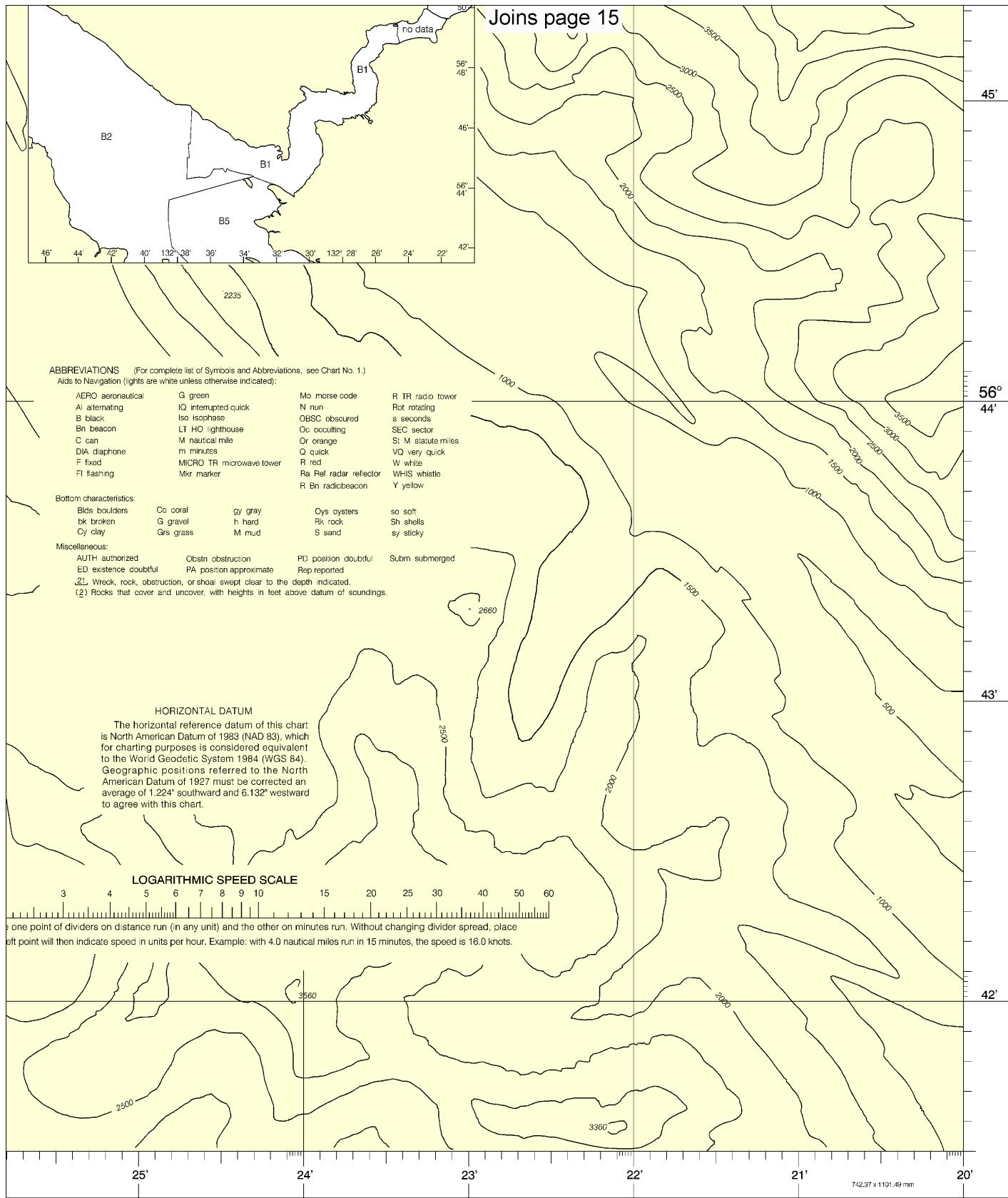


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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.





ED. NO. 1

NSN 7642014578550
 NIMA STOCK NO. 17BHA17377

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)

LE CONTE BAY
 SOUNDINGS IN FATHOMS - SCALE 1:25,000

17377



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker